

REC'D NEW YORK DEC 24 1920

WED. 12 JAN. 1921

TUE. JAN. 18 1921

With or Without
Disconnected Erections.

STEEL STEAMER.

Received at London Office

Date of completion of report 21st December 1920 Port of Philadelphia Pa. No. 4058
Survey held at Chester Pa. Date, First Survey 19th July 1920 Last Survey 10th December 1920
On the (State if Single, Twin, or Triple Screw) SINGLE SCREW STEAMER "AGWIMARS" Rig Two masts (No sails)
TONNAGE under 6452.65 CLASS *100A1 Carpet in bulk. Master JOHN C. THESTRUP
Do. between Tonnage Dk. ✓ Breadth (greatest moulded) 59.0 Year of appointment (1) As Master in service of owner of present vessel - 1911
and 3rd and 4th Dk. ✓ Depth, at middle of length from top of keel to top of upper deck beams at side 33.25 (2) As Master of this vessel - Dec. 1920
Total under Upper Dk. 6452.65 Transverse Number 92.25 Built at Chester Pa.
Do. of Poop 235.87 Length on deck from fore part of stem to after part of stern post 430.0 When built Dec. 1920 Launched 23rd Nov 1920
Do. of R.Q.Dk. ✓ Longitudinal Number 39694 By whom built The Sun S. B. Co
Do. of Bridge House ✓ Depth "d," at middle of length (See Secs. 2 & 13) ✓ Owners Atlantic Gulf & West Indies Steamship Lines
Do. of Forecastle 33.60 Proportions—Depths to Length—Upper Deck Beam at side to top of keel 12.94 Managers ✓
Do. of Houses on Dk. 208.34 " " Long Bridge Deck Beam at side to top of keel ✓ (Where necessary to be entered in Reg. Book.)
Do. of excess of Hatchways ✓ Residence New York
Do. above Crown of Engine Room 147.59 Port belonging to New York
Gross Tonnage 7078.05 Destined Voyage Tampico If Surveyed while Building, Afloat, or in Dry Dock yes
Less Crew Space ✓ Register Tonnage 5042 =
Less above Crown of Engine Room 7078.05
TONNAGE FOR FEES 1575.10
Less Engine Room 460.73
Less Navigation Spaces

DIMENSIONS OF SHIP PER REGISTER		LENGTH		BREADTH		DEPTH, ACTUAL		Top of Floors to top of Upper Dk. Beams		Feet. Inches		No. of Decks with flat laid	
per Rule		430 0		59 0		Do. do.		Do. do.		33 4 1/4		2	
Moulded depth, ft. 41 ins. 3		To Bridge Dk.		Round of Upper Dk. Beam, Actual		14 1/2 ins.							
Moulded depth, ft. 33 ins. 2		To Upper Dk.											
Dimensions of Ship per Register, Length 429.3 breadth 59.2 depth 33.2													
FRAMING.		Inches in Ship		Inches in Ship		Inches in Ship		Inches in Ship		Inches in Ship		Inches in Ship	
NAME, Angles, or Bars amidships		Longitudinal framing		Longitudinal framing		Longitudinal framing		Longitudinal framing		Longitudinal framing		Longitudinal framing	
Do. in peaks		7 3/2 40 7 3/2 40		7 3/2 40 7 3/2 40		7 3/2 40 7 3/2 40		7 3/2 40 7 3/2 40		7 3/2 40 7 3/2 40		7 3/2 40 7 3/2 40	
Do. in way of Double Bottoms at Solid Floors		3 1/2 3 1/2 44 3 1/2 3 1/2 44		3 1/2 3 1/2 44 3 1/2 3 1/2 44		3 1/2 3 1/2 44 3 1/2 3 1/2 44		3 1/2 3 1/2 44 3 1/2 3 1/2 44		3 1/2 3 1/2 44 3 1/2 3 1/2 44		3 1/2 3 1/2 44 3 1/2 3 1/2 44	
" " at intermdt. Bkts.		-		-		-		-		-		-	
Spacing of Frames from centre to centre amidships		28 1/2 in E.R. only		28 1/2 in E.R. only		28 1/2 in E.R. only		28 1/2 in E.R. only		28 1/2 in E.R. only		28 1/2 in E.R. only	
" " length to Collision bulkhead		24		24		24		24		24		24	
" " in peaks		3 1/2 3 1/2 40 3 1/2 3 1/2 40		3 1/2 3 1/2 40 3 1/2 3 1/2 40		3 1/2 3 1/2 40 3 1/2 3 1/2 40		3 1/2 3 1/2 40 3 1/2 3 1/2 40		3 1/2 3 1/2 40 3 1/2 3 1/2 40		3 1/2 3 1/2 40 3 1/2 3 1/2 40	
EVERSED FRAME, Angles		In Peaks		In Peaks		In Peaks		In Peaks		In Peaks		In Peaks	
Do. in way of Double Bottoms at Solid Floors		3 1/2 3 1/2 44 3 1/2 3 1/2 44		3 1/2 3 1/2 44 3 1/2 3 1/2 44		3 1/2 3 1/2 44 3 1/2 3 1/2 44		3 1/2 3 1/2 44 3 1/2 3 1/2 44		3 1/2 3 1/2 44 3 1/2 3 1/2 44		3 1/2 3 1/2 44 3 1/2 3 1/2 44	
" " at intermdt. Bkts.		-		-		-		-		-		-	
FRAMING, depth of girder		7 1/2 in Peaks		7 1/2 in Peaks		7 1/2 in Peaks		7 1/2 in Peaks		7 1/2 in Peaks		7 1/2 in Peaks	
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships		-		-		-		-		-		-	
" in way of Engine and Boiler Spaces		-		-		-		-		-		-	
" thickness at the ends of vessel		-		-		-		-		-		-	
" depth at 1/2 the half breadth, as per Rule		-		-		-		-		-		-	
" height extended at the Bilges		-		-		-		-		-		-	
FLOORS in Cell. Double Bottoms		E.R. only		E.R. only		E.R. only		E.R. only		E.R. only		E.R. only	
" state if flanged (top & bottom)		No		No		No		No		No		No	
" Spacing of Solid floors		E.R. only		E.R. only		E.R. only		E.R. only		E.R. only		E.R. only	
CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss		76 - 50 76 - 50		76 - 50 76 - 50		76 - 50 76 - 50		76 - 50 76 - 50		76 - 50 76 - 50		76 - 50 76 - 50	
" Engine Room		Angles, Top		3 1/2 3 1/2 50 3 1/2 3 1/2 50		3 1/2 3 1/2 50 3 1/2 3 1/2 50		3 1/2 3 1/2 50 3 1/2 3 1/2 50		3 1/2 3 1/2 50 3 1/2 3 1/2 50		3 1/2 3 1/2 50 3 1/2 3 1/2 50	
" " Bottom		6 6 56 5 5 56		6 6 56 5 5 56		6 6 56 5 5 56		6 6 56 5 5 56		6 6 56 5 5 56		6 6 56 5 5 56	
" " to Floors		3 1/2 3 1/2 50 3 3 42		3 1/2 3 1/2 50 3 3 42		3 1/2 3 1/2 50 3 3 42		3 1/2 3 1/2 50 3 3 42		3 1/2 3 1/2 50 3 3 42		3 1/2 3 1/2 50 3 3 42	
" Brackets at intermdt. frmg., wdth & thcknss		-		-		-		-		-		-	
SIDE GIRDERS, number on each side & thickness		Two - 44 Two - 42		Two - 44 Two - 42		Two - 44 Two - 42		Two - 44 Two - 42		Two - 44 Two - 42		Two - 44 Two - 42	
" state if flanged (top and bottom)		No		No		No		No		No		No	
" Angles (top and bottom)		3 1/2 3 1/2 50 3 1/2 3 1/2 44		3 1/2 3 1/2 50 3 1/2 3 1/2 44		3 1/2 3 1/2 50 3 1/2 3 1/2 44		3 1/2 3 1/2 50 3 1/2 3 1/2 44		3 1/2 3 1/2 50 3 1/2 3 1/2 44		3 1/2 3 1/2 50 3 1/2 3 1/2 44	
" to Floors		3 1/2 3 1/2 50 3 3 42		3 1/2 3 1/2 50 3 3 42		3 1/2 3 1/2 50 3 3 42		3 1/2 3 1/2 50 3 3 42		3 1/2 3 1/2 50 3 3 42		3 1/2 3 1/2 50 3 3 42	
" and thickness		-		-		-		-		-		-	
MARGIN PLATE, (depth exclusive of flange)		Level 52 Level 52		Level 52 Level 52		Level 52 Level 52		Level 52 Level 52		Level 52 Level 52		Level 52 Level 52	
" Angle to Outside Plating		6 4 50 4 4 50		6 4 50 4 4 50		6 4 50 4 4 50		6 4 50 4 4 50		6 4 50 4 4 50		6 4 50 4 4 50	
" Floors		-		-		-		-		-		-	
" Brackets at intermdt. frmg., wdth & thcknss		-		-		-		-		-		-	
" Height of Outside Brackets above at bilge		Longitudinal framing		Longitudinal framing		Longitudinal framing		Longitudinal framing		Longitudinal framing		Longitudinal framing	
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake		-		-		-		-		-		-	
" in Engine and Boiler space		58 1/2 52 7 4 58 1/2 52 7 4 5		58 1/2 52 7 4 58 1/2 52 7 4 5		58 1/2 52 7 4 58 1/2 52 7 4 5		58 1/2 52 7 4 58 1/2 52 7 4 5		58 1/2 52 7 4 58 1/2 52 7 4 5		58 1/2 52 7 4 58 1/2 52 7 4 5	
" Remainder in Holds		-		-		-		-		-		-	
BEAMS, Upper Deck, Single Angle, Bulb		7 3 1/6 45 7 3 1/6 45		7 3 1/6 45 7 3 1/6 45		7 3 1/6 45 7 3 1/6 45		7 3 1/6 45 7 3 1/6 45		7 3 1/6 45 7 3 1/6 45		7 3 1/6 45 7 3 1/6 45	
" Peak Angle, Plate, Tee Bulb, or Channel		7 3 1/6 412 7 3 1/6 412		7 3 1/6 412 7 3 1/6 412		7 3 1/6 412 7 3 1/6 412		7 3 1/6 412 7 3 1/6 412		7 3 1/6 412 7 3 1/6 412		7 3 1/6 412 7 3 1/6 412	
" Peak in way of Long Bridge		-		-		-		-		-		-	
" Spacing		In Peaks		In Peaks		In Peaks		In Peaks		In Peaks		In Peaks	
BEAMS, Second Deck, Single Angle, Bulb		10 3 1/8 38 10 3 1/8 38		10 3 1/8 38 10 3 1/8 38		10 3 1/8 38 10 3 1/8 38		10 3 1/8 38 10 3 1/8 38		10 3 1/8 38 10 3 1/8 38		10 3 1/8 38 10 3 1/8 38	
" Angle, Plate, Tee Bulb, or Channel		-		-		-		-		-		-	
" Spacing		24		24		24		24		24		24	
BEAMS, Third and Fourth Deck, Single Angle, Bulb		-		-		-		-		-		-	
" Angle, Plate, Tee Bulb, or Channel		-		-		-		-		-		-	
" Angles on upper edge		-		-		-		-		-		-	
" Spacing		-		-		-		-		-		-	
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel		Longitudinal		Longitudinal		Longitudinal		Longitudinal		Longitudinal		Longitudinal	
" Angles on upper edge		-		-		-		-		-		-	
" Spacing		-		-		-		-		-		-	
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel		Longitudinal		Longitudinal		Longitudinal		Longitudinal		Longitudinal		Longitudinal	
" Angles on upper edge		-		-		-		-		-		-	
" Spacing		-		-		-		-		-		-	
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel		7 3 1/4 45 7 3 1/4 45		7 3 1/4 45 7 3 1/4 45		7 3 1/4 45 7 3 1/4 45		7 3 1/4 45 7 3 1/4 45		7 3 1/4 45 7 3 1/4 45		7 3 1/4 45 7 3 1/4 45	
" Angles on upper edge		-		-		-		-		-		-	
" Spacing		24		24		24		24		24		24	

* If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.

Form No. 1A. WEB FRAMES, In Fore Body, No. and spacing. WEB FRAMES, In E. & B. Space, No. and spacing. WEB FRAMES, In After Body, No. and spacing. BULKHEADS. W.T. BULKHEADS. PLATING. STRAKES. RIVETING. BUTTS. MASTS, SPARS, &c.

EQUIPMENT No. 41339. LETTER 64. ANCHORS. TONNAGE U. DE. OR PLATING No. FOR TRAWLERS. CHAIN CABLES. HAWSERS AND WARPS. Boats Four lifeboats + one working boat. Steering Gear, Steam by Sun S.B. Co. Steering Gear, Hand by Sun S.B. Co. Pumps, Number No hand pumps fitted. Diameter of Barrel. State whether they are in efficient working order. Windlass is Steam by Sun S.B. Co. Capstan None. Engine Room Skylights. How constructed? Steel plates + angles. What arrangements for deadlights in bad weather? Steel flaps + bullseyes. Coal Bunker Openings. How constructed? Steel plates + angles. How are lids secured? Cleats + battens. Height above deck? 30". Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 5 scuppers each side. 10 freeing ports 32" x 18" each side. Ceiling in Holds, thickness and material Forward Hold 2 1/2" spruce. Cargo Battsens, thickness and material Forward Hold 6" x 2" spruce. Cargo Hatchways. How formed? Steel plates + angles. Hatches, If strong and efficient? Yes. State size No. 1 Hatch (Forward) 9' 9 1/2" x 15' 3". No. 2 Hatch 6' 6" x 14' 6". No. 3 Hatch 6' 6" x 14' 6". No. 4 Hatch 18' 6" x 14' 6". Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch N. 1. 3 steel fore + afters. N. 4. 2 steel shifting beams. No. of Breasthooks 12. No. of Crutches Deep floots. Bulwarks, height above deck and description 42" x 3 1/4" steel plate. Main Rail, material and size Steel 7 x 3 1/2 x 15.3 lbs 13.2. The foregoing is a correct description. Builder's Signature (here only) John K. Graham Vice Pres. James B. Butler Surveyor to Lloyd's Register of Shipping. Correspondence. State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case). Is the riveted work properly closed? Yes. Are the liners between the frames and plates solid single pieces? Yes. Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes. Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces? Yes. Do any rivets break into or through the seams or butts of the plating? A few. Are the butts of Plating, Stringers, &c., properly shifted and strapped & OR OVERLAPPED? Yes. Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Yes. State results of tests Satisfaction. Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? Yes. State results of tests Satisfaction. General Remarks (State quality of workmanship, &c.) This vessel is a sister ship to the S.S. "Agwinmoon" (Report N° 3887) and has been built in accordance with the Rules, the approved plans, and the Secretary's letters of the above mentioned dates. The workmanship throughout is good. All the cargo oil tanks, copperdams, and oil fuel bunkers have been tested as required by the Rules and found satisfactory. The vessel is fitted with Wireless Telegraphy apparatus. Plans of Midship Section and General Arrangement, also copies of Interim Certificate, and Temporary Freeboard Certificate are forwarded herewith. While the vessel was being launched, the forward length of sliding way and fore poppet on the starboard side failed. The Surveyor should state the Number and Name of any Sister Vessel. Plans to be forwarded with F.E. Report showing vessel as built. P.T.O. Freeboard Fee \$ 50.00 Fees applied for, The amount of Entry Fee \$ 25.00 Dec 15th 1920 Special Survey Fee \$ 100.75 Received by me, Local Travelling Expenses, if any \$ 36.00 19.1.1921 19.1.24 New York \$ 24.50 State whether the Vessel has been built under Special Survey Yes (\$ 100.00 Captaining petroleum in bulk, fitted for oil fuel I am of opinion this Vessel should be Classed F.P. above 100 T. subject to the vessel being dry docked for examination of the bottom at first convenient opportunity. James B. Butler Surveyor to Lloyd's Register of Shipping. With, or without Freeboard, as condition of Class Without Committee's Minutes New York DEC 28 1920 Character assigned noki-AOC + 100A subject Lane: Pet. in bulk + S.M.C. 12.30 Fitted for oil fuel 12.20 J. Rabas 150° 5' 22. © 2020 Lloyd's Register W 542-02343

FRAMING.										RIVETING.																																					
AMIDSHIPS.						ENDS.				AMIDSHIPS.						ENDS.				RIVETS IN LONGITUDINAL FRAMES.				SPACING OF RIVETS ON EACH SIDE OF TRANSVERSES AND BULKHEADS.				RIVETS IN BRACKETS TO BULKHEADS.																			
In Ship.						In Ship.				Per Rule or as approved.						Per Rule or as approved.				Diam. Spacing.				Inches.				Number.				Diameter.															
Ins.						Ins.				Ins.						Ins.				Ins.				Ins.				Ins.				Ins.				Ins.											
Framing of A, B & C																				-				-				-				-				-				-				-			
Frames in Bridge 'tween Decks																				6 3 1/2 35				6 3 1/2 35				6 3 1/2 35				6 3 1/2 35				7/8 5 1/4				-				-			
Frames from Uppermost Continuous Deck																				6 3 1/2 35				6 3 1/2 35				6 3 1/2 35				6 3 1/2 35				1 6 1/4 6 1/4				7				7/8			
Framing from Awning, Shelter or Upper Deck to Margin Plate, CENTRE LINE																				6 3 1/2 35				6 3 1/2 35				6 3 1/2 35				6 3 1/2 35				1 6 1/4 6 1/4				7				7/8			
																				7 3 1/6 45				7 3 1/6 45				7 3 1/6 45				7 3 1/6 45				7/8 6 1/4 3 1/8				8				7/8			
																				7 3 1/6 45				7 3 1/6 45				7 3 1/6 45				7 3 1/6 45				7/8 6 1/4 3 1/8				8				7/8			
																				10 3 3/8 38				10 3 3/8 38				10 3 3/8 38				10 3 3/8 38				7/8 6 1/4 3 1/8				8				7/8			
																				10 3 3/8 38				10 3 3/8 38				10 3 3/8 38				10 3 3/8 38				7/8 6 1/4 3 1/8				8				7/8			
																				10 3 1/2 50				10 3 1/2 50				10 3 1/2 50				10 3 1/2 50				7/8 6 1/4 3 1/8				10				7/8			
																				10 3 1/2 50				10 3 1/2 50				10 3 1/2 50				10 3 1/2 50				7/8 6 1/4 3 1/8				10				7/8			
																				10 3 1/2 50				10 3 1/2 50				10 3 1/2 50				10 3 1/2 50				7/8 6 1/4 3 1/8				10				7/8			
																				13 4 1/8 50				13 4 1/8 50				13 4 1/8 50				13 4 1/8 50				7/8 6 1/4 3 1/8				10				7/8			
																				13 4 1/8 50				13 4 1/8 50				13 4 1/8 50				13 4 1/8 50				7/8 6 1/4 3 1/8				16				7/8			
																				13 4 1/8 50				13 4 1/8 50				13 4 1/8 50				13 4 1/8 50				7/8 6 1/4 3 1/8				12				7/8			
																				13 4 1/8 50				13 4 1/8 50				13 4 1/8 50				13 4 1/8 50				7/8 6 1/4 3 1/8				12				7/8			
Girders 66 x 44																				Girders 66 x 44				Girders 66 x 44				Girders 66 x 44				7/8 6 1/4 3 1/8				-				-							
Longitudinals on flat of bottom forward fitted with back bars 3 1/2 x 3 1/2 x 44																				-				-				-				-				-				-							
Spacing of Longitudinal Frames																				28 1/8				28 1/8				28 1/8				28 1/8				-				-							
Double Bottoms																				6 3 1/2 35				6 3 1/2 35				6 3 1/2 35				7/8 5 1/4				3 1/2 for 4 rivets each side of Trans				Bkhd							
Under Boilers																				6 3 1/2 35				6 3 1/2 35				6 3 1/2 35				7/8 5 1/4				" " " " " "				" " " " " "							
Spacing of Longitudinals																				28 1/8				28 1/8				28 1/8				-				-											
Transverses.																				15 3 1/4 40				15 3 1/4 40				15 3 1/4 40				7/8 4 3/8				-											
In Bridge 'tween Decks																				Face Angles				Face Angles				Face Angles				Face Angles				-											
In Awning, Shelter or Upper 'tween Decks.																				Face Angles				Face Angles				Face Angles				Face Angles				-											
In Hold.																				Face Angles				Face Angles				Face Angles				Face Angles				-											
Spacing of Transverse Frames																				109 3/8				109 3/8				109 3/8				109 3/8				-											
State if joggled or liners.																				96" ford				96" ford				96" ford				96" ford				-											
Longitudinal Beams of A, B & C																				6 3 1/2 35				6 3 1/2 35				6 3 1/2 35				6 3 1/2 35				28 1/8				28 1/8							
Bridge Deck																				6 3 1/2 35				6 3 1/2 35				6 3 1/2 35				6 3 1/2 35				4 1/2				13 x 4 x 37 1/2							
Awg. or Shltr. Dk.																				6 3 1/2 35				6 3 1/2 35				6 3 1/2 35				6 3 1/2 35				28 1/8				15 x 3 1/2 x 52 1/4							
Upper																				7 3 1/6 45				7 3 1/6 45				7 3 1/6 45				7 3 1/6 45				28 1/8				24 x 9 x 39							

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.

Se. 3, 17. — T.

No. and Material of Decks (~~if Iron or Steel~~) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as should appear in the Register Book) 2 Decks (all) + Web frames. Longitudinal framing

Official No. 220910 ; Signal Letters M.C.F.K.

State if Machinery is fitted aft

How are the surfaces preserved from oxidation? ^{CHL} Inside Cement-paint or bitumasth ^{KDMC} outside. ^{Paint} except inside of oil tanks.

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	—	—	Fore peak tank, <i>Oil Fuel or Water Ballast</i>	—	<i>222.0</i>
Double bottom, under Engines and Boilers,	—	—	After peak tank, <i>Ballast or Fresh Water</i>	—	<i>56.0</i>
Double bottom, if under Engines only, <i>Water Ballast</i>	<i>35.46</i>	<i>128.0</i>	Deep tank, aft,	—	—
Double bottom, if under Boilers only, <i>Fresh Water</i>	<i>24.00</i>	<i>131.0</i>	Deep tank, forward,	—	—
Double bottom, forward, <i>Fuel Oil or Water Ballast</i>	<i>41.00</i>	<i>149.0</i>	Other tanks, if fitted,	—	—
Total capacity of double bottom		<i>408.0</i>	(If necessary, furnish further information by sketch.)	—	—

* The wells are not to be included in the lengths of the tanks.

State whether the above have been tested as required by the Rules. Yes

Order for Special Survey No. *400*

Date 6th Dec. 1919

No. 31 in builder's yard.

DATE of Survey held while building

1920 JULY 19, 29, AUG 5, 26, SEPT 2, 13, 22, 24, OCT 7, 11, 12, 18, 26, 29,
NOV 1, 3, 4, 5, 8, 10, 12, 15, 16, 17, 18, 21, 24, 29, 30, DEC 1, 3, 4, 6, 7, 8, 10.

Total No. of Visits 36

Surveyor's Signature

James B. Butler